5. In § 112.7, paragraphs (c)(2) and (d)(6) would be revised as follows:

§ 112.7 Special additional requirements.

* * * * *

(c) * * *

(2) Subsequent revaccination as determined from the results of duration of immunity studies conducted as prescribed in § 113.209, paragraphs (b) or (c), or both.

* * * * *

(d) * * *

(6) Subsequent revaccination as determined from the results of duration of immunity studies conducted as prescribed in § 113.312, paragraphs (b) or (c), or both.

* * * * *

Done in Washington, DC, this 13 day of March 1995.

Terry L. Medley,

Acting Administrator, Animal and Plant Health Inspection Service.

[FR Doc. 95–6650 Filed 3–16–95; 8:45 am]

BILLING CODE 3410–34–M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 95–NM–02–AD]

Airworthiness Directives; Fokker Model F28 Mark 0100 Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: This document proposes the adoption of a new airworthiness directive (AD) that is applicable to certain Fokker Model F28 Mark 0100 series airplanes. This proposal would require repetitive checks to detect backlash in the elevator mechanical control system, and various follow-on actions. The proposed AD would also provide for an optional terminating action for the repetitive check requirements. This proposal is prompted by a report indicating that corrosion was found on the pivot bolts and bushings of the backlash remover lever mechanism on the elevator booster control unit (BCU) of a Model F28 Mark 0100 series airplane. The actions specified by the proposed AD are intended to prevent such corrosion, which could result in backlash in the elevator controls and reduced elevator control authority in the manual mode.

DATES: Comments must be received by May 12, 1995.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM–103, Attention: Rules Docket No. 95–NM–02–AD, 1601 Lind Avenue SW., Renton, Washington 98055–4056. Comments may be inspected at this location between 9:00 a.m. and 3:00 p.m., Monday through Friday, except Federal holidays.

The service information referenced in the proposed rule may be obtained from Fokker Aircraft USA, Inc., 1199 North Fairfax Street, Alexandria, Virginia 22314. This information may be examined at the FAA, Transport Airplane Directorate, 1601 Lind Avenue SW., Renton, Washington.

FOR FURTHER INFORMATION CONTACT: Tim Dulin, Aerospace Engineer, Standardization Branch, ANM–113, FAA, Transport Airplane Directorate, 1601 Lind Avenue SW., Renton, Washington 98055–4056; telephone (206) 227–2141; fax (206) 227–1100.

SUPPLEMENTARY INFORMATION:

Comments Invited

Interested persons are invited to participate in the making of the proposed rule by submitting such written data, views, or arguments as they may desire. Communications shall identify the Rules Docket number and be submitted in triplicate to the address specified above. All communications received on or before the closing date for comments, specified above, will be considered before taking action on the proposed rule. The proposals contained in this notice may be changed in light of the comments received.

Comments are specifically invited on the overall regulatory, economic, environmental, and energy aspects of the proposed rule. All comments submitted will be available, both before and after the closing date for comments, in the Rules Docket for examination by interested persons. A report summarizing each FAA-public contact concerned with the substance of this proposal will be filed in the Rules Docket.

Commenters wishing the FAA to acknowledge receipt of their comments submitted in response to this notice must submit a self-addressed, stamped postcard on which the following statement is made: ''Comments to Docket Number 95–NM–02–AD.'' The postcard will be date stamped and returned to the commenter.

Availability of NPRMs

Any person may obtain a copy of this NPRM by submitting a request to the FAA, Transport Airplane Directorate, ANM–103, Attention: Rules Docket No. 95–NM–02–AD, 1601 Lind Avenue SW., Renton, Washington 98055–4056.

Discussion

The Rijksluchtvaartdienst (RLD), which is the airworthiness authority for the Netherlands, recently notified the FAA that an unsafe condition may exist on all Fokker Model F28 Mark 0100 series airplanes equipped with a certain Menasco Aerospace Elevator Booster Control Unit (BCU). The RLD advises that corrosion was found on the pivot bolts and bushings of the backlash remover lever mechanism on the elevator BCU of Model F28 Mark 0100 series airplanes. This mechanism prevents backlash in the elevator control forces when the elevator BCU is not hydraulically powered, providing the pilot with full manual control of the elevator system. Investigation revealed that corrosion on the pivot bolts and bushings causes the backlash remover mechanism to stick, which results in deteriorated elevator control when the BCU is in manual mode. This condition, if not corrected, could result in backlash in the elevator controls and reduced elevator control authority in the manual mode.

Fokker has issued Service Bulletin SBF100–27–052, Revision 1, dated March 29, 1994, which describes procedures for:

1. Performing repetitive operational checks to detect backlash in the elevator mechanical control system;

2. Performing an inspection to determine whether certain elevator BCU bolts rotate and slide freely, and to detect corrosion on the bolts of the backlash remover lever mechanism, if any backlash is detected; and

3. Replacing the elevator BCU or bolts with a serviceable part, if any anomaly is detected.

The RLD classified this service bulletin as mandatory and issued Dutch airworthiness directive BLA 93–051/3 (A), dated April 29, 1994, in order to assure the continued airworthiness of these airplanes in the Netherlands.

Additionally, Fokker has issued Service Bulletin SBF100–27–061, dated March 2, 1994, which provides instructions for accomplishing an optional modification of the affected elevator BCU, which would eliminate the need for the repetitive operational checks. This modification involves replacing two bolts in the elevator BCU with new bolts.

This airplane model is manufactured in the Netherlands and is type certificated for operation in the United States under the provisions of section

21.29 of the Federal Aviation Regulations (14 CFR 21.29) and the applicable bilateral airworthiness agreement. Pursuant to this bilateral airworthiness agreement, the RLD has kept the FAA informed of the situation described above. The FAA has examined the findings of the RLD, reviewed all available information, and determined that AD action is necessary for products of this type design that are certificated for operation in the United States.

Since an unsafe condition has been identified that is likely to exist or develop on other airplanes of the same type design registered in the United States, the proposed AD would require repetitive operational checks to detect backlash in the elevator mechanical control system. The proposed AD would also require performing an inspection to determine whether certain elevator BCU bolts rotate and slide freely, and to detect corrosion on the bolts of the backlash remover lever mechanism, if any backlash is detected; and replacing the elevator BCU or bolts with a serviceable part, if any anomaly is detected. Additionally, the proposed AD would provide for an optional modification of certain elevator BCU's; or replacement of a certain elevator BCU with a unit having a certain serial number, which would constitute terminating action for the repetitive operational check requirements. The actions would be required to be accomplished in accordance with the service bulletins described previously. The proposed AD would also require performing appropriate trouble-shooting procedures, if no anomalies are detected in accordance with the Airplane Maintenance Manual.

As a result of recent communications with the Air Transport Association (ATA) of America, the FAA has learned that, in general, some operators may misunderstand the legal effect of AD's on airplanes that are identified in the applicability provision of the AD, but that have been altered or repaired in the area addressed by the AD. The FAA points out that all airplanes identified in the applicability provision of an AD are legally subject to the AD. If an airplane has been altered or repaired in the affected area in such a way as to affect compliance with the AD, the owner or operator is required to obtain FAA approval for an alternative method of compliance with the AD, in accordance with the paragraph of each AD that provides for such approvals. A note has been included in this notice to clarify this requirement.

The FAA estimates that 112 airplanes of U.S. registry would be affected by this proposed AD, that it would take approximately 1 work hour per airplane to accomplish the proposed actions, and that the average labor rate is $60 per work hour. Required parts would be supplied by the manufacturer at no cost to the operators. Based on these figures, the total cost impact of the proposed AD on U.S. operators is estimated to be $6,720, or $60 per airplane.

The total cost impact figure discussed above is based on assumptions that no operator has yet accomplished any of the proposed requirements of this AD action, and that no operator would accomplish those actions in the future if this AD were not adopted.

The regulations proposed herein would not have substantial direct effects on the States, on the relationship between the national government and the States, or on the distribution of power and responsibilities among the various levels of government.

Therefore, in accordance with Executive Order 12612, it is determined that this proposal would not have sufficient federalism implications to warrant the preparation of a Federalism Assessment.

For the reasons discussed above, I certify that this proposed regulation (1) is not a ''significant regulatory action'' under Executive Order 12866; (2) is not a ''significant rule'' under the DOT Regulatory Policies and Procedures (44 FR 11034, February 26, 1979); and (3) if promulgated, will not have a significant economic impact, positive or negative, on a substantial number of small entities under the criteria of the Regulatory Flexibility Act. A copy of the draft regulatory evaluation prepared for this action is contained in the Rules Docket. A copy of it may be obtained by contacting the Rules Docket at the location provided under the caption **ADDRESSES**.

List of Subjects in 14 CFR Part 39

Air transportation, Aircraft, Aviation safety, Safety.

The Proposed Amendment

Accordingly, pursuant to the authority delegated to me by the Administrator, the Federal Aviation Administration proposes to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) as follows:

PART 39—AIRWORTHINESS DIRECTIVES

1. The authority citation for part 39 continues to read as follows:

Authority: 49 U.S.C. App. 1354(a), 1421 and 1423; 49 U.S.C. 106(g); and 14 CFR 11.89.

§ 39.13 [Amended]

2. Section 39.13 is amended by adding the following new airworthiness directive:

Fokker: Docket 95–NM–02–AD.

Applicability: Model F28 Mark 0100 series airplanes; equipped with Menasco Aerospace Elevator Booster Control Unit (BCU) having part number (P/N) 23400–3 or P/N 23400–5 with serial numbers MC–001 through MC–288 inclusive; certificated in any category.

Note 1: This AD applies to each airplane identified in the preceding applicability provision, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For airplanes that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must use the authority provided in paragraph (e) to request approval from the FAA. This approval may address either no action, if the current configuration eliminates the unsafe condition; or different actions necessary to address the unsafe condition described in this AD. Such a request should include an assessment of the effect of the changed configuration on the unsafe condition addressed by this AD. In no case does the presence of any modification, alteration, or repair remove any airplane from the applicability of this AD.

Compliance: Required as indicated, unless accomplished previously.

To prevent backlash in the elevator controls and reduced elevator control authority in the manual mode, accomplish the following:

(a) Within 500 flight cycles or 60 days after the effective date of this AD, whichever occurs first, perform an operational check to detect backlash in the elevator mechanical control system, in accordance with Part 1 of the Accomplishment Instructions of Fokker Service Bulletin SBF100–27–052, Revision 1, dated March 29, 1994. Repeat the check thereafter at intervals not to exceed 500 flight cycles or 60 days, whichever occurs first.

(b) If any backlash is detected during any operational check required by paragraph (a) of this AD, prior to further flight, perform an inspection to determine whether the elevator BCU bolts, having part numbers NAS6204C22D and P/N NAS6204C13D, rotate and slide freely, and to detect corrosion on the bolts of the backlash remover lever mechanism; in accordance with Part 2 of the Accomplishment Instructions of Fokker Service Bulletin SBF100–27–052, Revision 1, dated March 29, 1994.

(1) If no anomalies are detected, prior to further flight, perform appropriate trouble-shooting procedures in accordance with the Airplane Maintenance Manual.

(2) If any anomaly is detected, prior to further flight, replace the elevator BCU or bolts, as applicable, with serviceable parts, in accordance with the service bulletin.

(c) Modification of the affected elevator BCU having P/N 23400–3 or –5, in accordance with Fokker Service Bulletin SBF100–27–061, dated March 2, 1994; or replacement of any affected elevator BCU having P/N 23400–3 or –5 with a unit having

a serial number other than MC–001 through MC–288 inclusive, in accordance with the Airplane Maintenance Manual; constitutes terminating action for the repetitive check requirements of this AD.

(d) As of the effective date of this AD, no person shall install Menasco Aerospace Elevator Booster Control Unit (BCU) having part number (P/N) 23400–3 or P/N 23400–5 with serial numbers MC–001 through MC–288 inclusive on any airplane.

(e) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, Standardization Branch, ANM–113, FAA, Transport Airplane Directorate. Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Standardization Branch, ANM–113.

Note 2: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Standardization Branch, ANM–113.

(f) Special flight permits may be issued in accordance with §§ 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the airplane to a location where the requirements of this AD can be accomplished.

Issued in Renton, Washington, on March 13, 1995.

Neil D. Schalekamp,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 95–6632 Filed 3–16–95; 8:45 am]

BILLING CODE 4910–13–U

14 CFR Part 71

[Airspace Docket No. 95–AWA–5]

Proposed Modification of the Pensacola Regional, FL, Lexington Blue Grass, KY, Fayetteville Regional/ Grannis Field, NC, Pope AFB, NC, and Providence Theodore Francis Green State, RI, Class C Airspace Areas and Proposed Establishment of the Pensacola Regional, FL, and Providence Theodore Francis Green State, RI, Class E Airspace Areas

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of proposed rulemaking.

SUMMARY: This proposed rule would modify the Class C airspace areas at Pensacola Regional, FL, Lexington, Blue Grass, KY, Fayetteville Regional/ Grannis Field, NC, Pope AFB, NC, and Providence, Theodore Francis Green State, RI, Airports. This proposed action would modify the Lexington Blue Grass, KY, Fayetteville Regional/Grannis Field, NC, and Pope AFB, NC, airspace designations to reflect continuous operation and availability of services, therein. The effective hours of the Pensacola Regional, FL, and Providence, Theodore Francis Green State, RI, Class C airspace areas would be amended to coincide with the associated radar approach control facility' hours of operation. Class C airspace areas are predicated on an operational air traffic control tower (ATCT) serviced by a radar approach control facility. This proposal would not change the designated boundaries or altitudes of these Class C airspace areas. In addition, this action proposes to establish Class E airspace at Pensacola Regional, FL, and Providence, Theodore Francis Green State, RI, Airports when the associated radar approach control facility is not in operation.

DATES: Comments must be received on or before March 28, 1995.

ADDRESSES: Send comments on the proposal in triplicate to: Federal Aviation Administration, Office of the Chief Counsel, Attention: Rules Docket [AGC–200], Airspace Docket No. 95–AWA–5, 800 Independence Avenue SW., Washington, DC 20591.

The official docket may be examined in the Rules Docket, Office of the Chief Counsel, Room 916, 800 Independence Avenue SW., Washington DC, weekdays, except Federal holidays, between 8:30 a.m. and 5:00 p.m.

An informal docket may also be examined during normal business hours at the office of the Regional Air Traffic Division.

FOR FURTHER INFORMATION CONTACT: Patricia P. Crawford, Airspace and Obstruction Evaluation Branch (ATP–240), Airspace-Rules and Aeronautical Information Division, Air Traffic Rules and Procedures Service, Federal Aviation Administration, 800 Independence Avenue SW., Washington, DC 20591; telephone: (202) 267–9255.

SUPPLEMENTARY INFORMATION:

Comments Invited

Interested parties are invited to participate in this proposed rulemaking by submitting such written data, views, or arguments as they may desire. Comments that provide the factual basis supporting the views and suggestions presented are particularly helpful in developing reasoned regulatory decisions on the proposal. Comments are specifically invited on the overall regulatory, aeronautical, economic, environmental, and energy-related aspects of the proposal. Communications should identify the airspace docket number and be submitted in triplicate to the address listed above. Commenters wishing the FAA to acknowledge receipt of their comments on this notice must submit with those comments a self-addressed, stamped, postcard on which the following statement is made: ''Comments to Airspace Docket No. 95–AWA–5.'' The postcard will be date/ time stamped and returned to the commenter. All communications received on or before the specified closing date for comments will be considered before taking action on the proposed rule. The proposal contained in this notice may be changed in light of comments received. All comments submitted will be available for examination in the Rules Docket both before and after the closing date for comments. A report summarizing each substantive public contact with FAA personnel concerned with this rulemaking will be filed in the docket.

Availability of NPRM's

Any person may obtain a copy of this Notice of Proposed Rulemaking (NPRM) by submitting a request to the Federal Aviation Administration, Office of Public Affairs, Attention: Public Inquiry Center, APA–220, 800 Independence Avenue, SW., Washington, DC 20591, or by calling (202) 267–3485. Communications must identify the notice number of this NPRM. Persons interested in being placed on a mailing list for future NPRM's should also request a copy of Advisory Circular No. 11–2A that describes the application procedure.

The Proposal

The FAA is considering an amendment to part 71 of the Federal Aviation Regulations (14 CFR part 71) to modify the Class C airspace areas at Pensacola Regional, FL, Lexington, Blue Grass, KY, Fayetteville Regional/ Grannis Field, NC, Pope AFB, NC, and Providence, Theodore Francis Green State, RI, Airports. This proposed action would modify the Lexington, Blue Grass, KY, Fayetteville Regional/ Grannis Field, NC, and Pope AFB, NC, airspace designation to reflect continuous operation and availability of services, therein. The effective hours of the Pensacola Regional, FL, and Providence, Theodore Francis Green State, RI, Class C airspace areas would be amended to coincide with the associated radar approach control facility's hours of operation. Class C airspace areas are predicated on an operational ATCT serviced by a radar approach control facility. This proposal would not change the designated boundaries or altitudes of these Class C airspace areas. In addition, this notice proposes to establish Class E airspace at